

3-1933

## Maine Highways, March 1933

Maine Highway Commission

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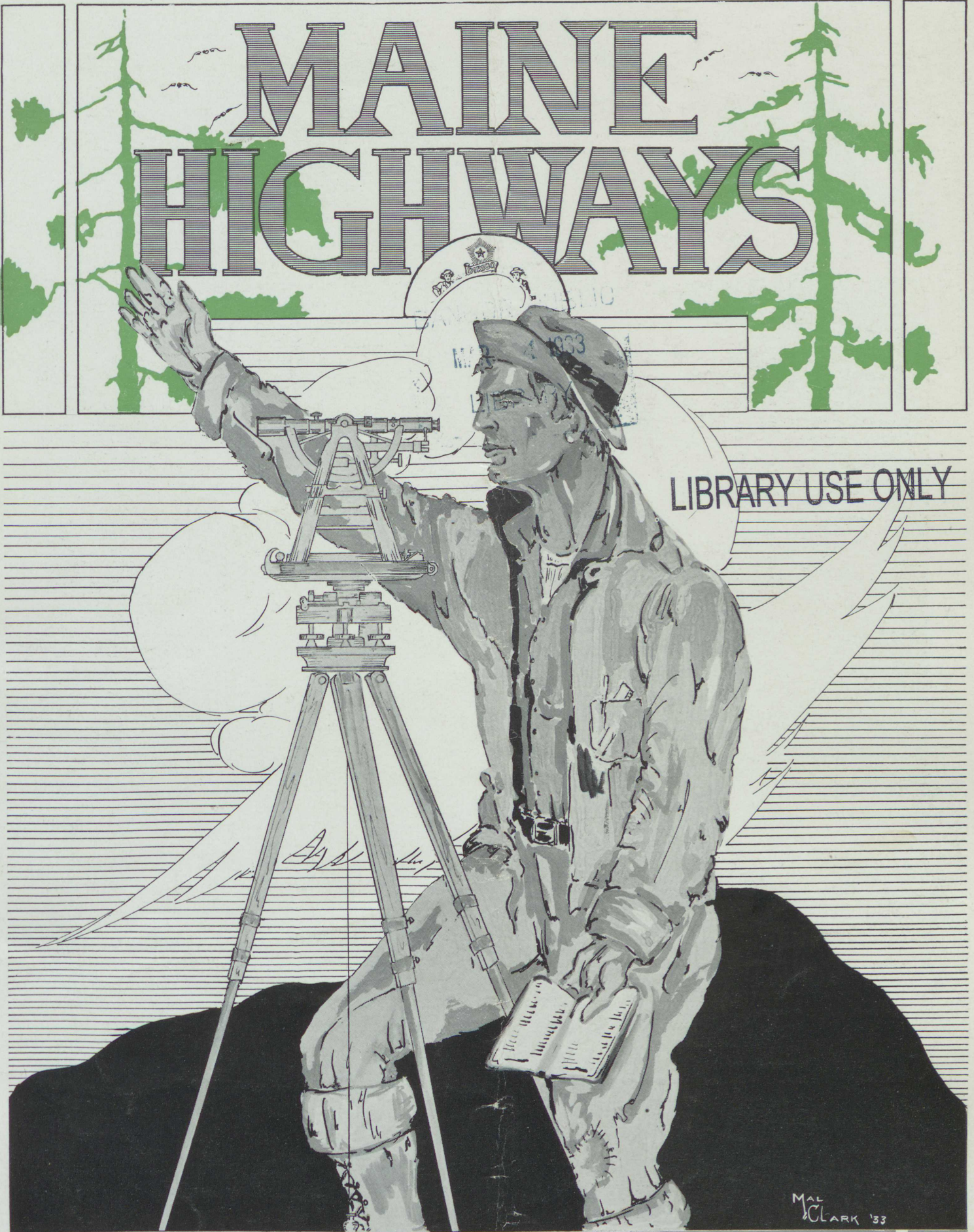


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# MAINE HIGHWAYS

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— THOSE STATE AID DOLLARS —  
— THAT'S THE BEAUTY OF IT —  
— HIGHWAYS AND AGRICULTURE —  
— STRAIGHT FROM THE SHOULDER —

March, 1933

Price 10 Cents



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at LOW COST



*Seneca Trail, Mercer County, West Virginia. Tarvia "Re-Tread," 1930*

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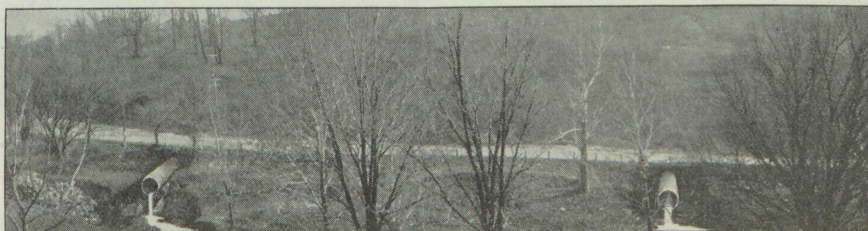
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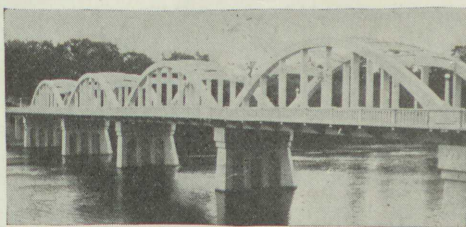
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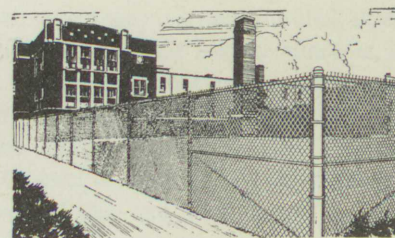
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## Sunset

*and a golden glow lights the homeward trail*



# MAINE HIGHWAYS

Vol. 1

March 1933

No. 12



*Maine's famous potatoes received acclaim from coast to coast when, in pioneer fashion, an ox-cart load was delivered to the Presidential bin, in Washington. Mr. Washburn, shown above with President Hoover, made the presentation.*

ACCOMPANYING PHOTOS THROUGH COURTESY  
OF THE MAINE DEVELOPMENT COMMISSION

## Highways AND Agriculture



**By Frank P. Washburn**

*State Commissioner of Agriculture*

**A**MONG the legends of Ancient Rome is one of the creation of a beautiful temple to the goddess Pomona, who was supposed to have supernal jurisdiction over the fruits of the earth. But Pomona had recognition even greater than this, for there was built in her honor a great highway leading from the temple down to the walls of the Eternal City itself, that the offerings to the sylvan deity, as well as the fruits of her favor, might the more readily be carried to and fro. From that somewhat mystical beginning down to the present day husbandmen have demanded adequate facilities for the movement and marketing of the products of their lands and labor, and for relief from a, once, very serious problem of rural isolation.

Bringing our discussion down to present day conditions and to the situation of our State of Maine farmers, we may say that good rural roads mean something more

than mere comfort, or pleasure to the casual user; they enhance the value of adjacent farms, save time, labor and wear of equipment, bring social and religious privileges nearer to the farm home, make for happy and beneficial contacts between country and city people and almost assure the contentment of the younger generation. Conversely; bad roads lead to more abandoned farms and to a continued movement of our young folks toward already overcrowded centers.

In our State there are many serious minded students of the country life problem who believe there is little of promise, in the future, for those regions that are far removed from highways, improved or likely to be. Farmers so located, may change the nature and volume of their output so as to send to market only the lighter and more valuable commodities, but they never can enjoy the accepted standards of modern rural living unless



fairly comfortable and rapid communication and transportation can be assured.

It is not too much to say that hundreds of farms in our State have been given up because, in the nature of their location and highway conditions, they had to be; and that in the light of modern means of getting about they should never have been cleared or settled. No one truly interested in the welfare of a Maine farm family, would advise its holding on in a location beyond hope of road improvement.

NOT alone does the farmer benefit through the coming of better roads to his neighborhood. A good road will not only open the way for a Maine farmer to market his products to better advantage, but will also increase his buying and consuming capacity. An improved highway leading from his farm to the nearby city or town, encourages his buying of supplies from near to home sources.

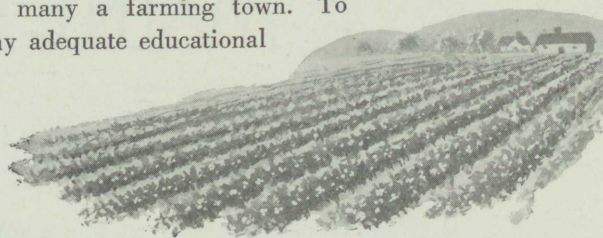
Some brief surveys, conducted several years ago, in a few Maine farming communities, by the State Department of Agriculture, indicated a tremendous patronage of the so-called "mail order houses", especially on roads not readily usable by farmers and their conveyances. Today this condition is intensified and local merchants and dealers will do well to remember that the women of the farms, who are, as in all households today, the real buyers, will turn quickly from a difficult trip to town, to the pages of the mail order catalogue.

A prominent official of a neighboring state has called our attention to the fact that country roads do not lead only from the farm to the town but also from the town to the farm. Beyond question the local merchant will find one solution for his mail order house problem, in better highways from his trading center to the farms of the country round about. The offerings of these same mail order establishments are not always of the best, their far away distributing houses bear no part in the burden of local taxes, they take substantial amounts in cash, out of the local currents.

The relationship between rural roads and the education of our young people has never been over stressed. Where bad country roads prevail there is little of encouragement to either parents or children to put forth consistent effort for either attendance or advancement. Bad roads delay the progress of any consolidation program, and con-

solidation has, perforce, and without any great revo-

lution or drastic legislative requirements, come to pass in many a farming town. To any adequate educational



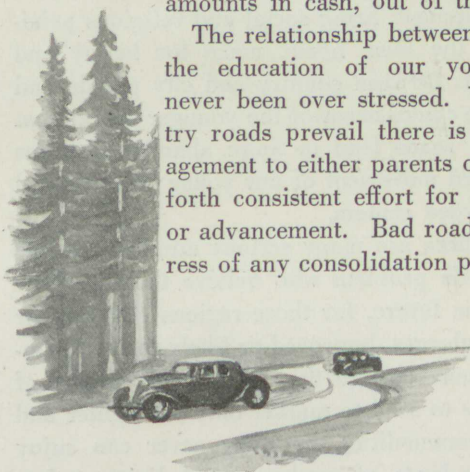
program for town or country, good roads are now a necessary step.

THIS paper is not presented at this time as a suggestion or propaganda for the extension of rural road construction under existing conditions. It is recognized that our program must be slowed, yet we may find much of satisfaction in the accomplishments of the past few years which have witnessed new construction under the State Aid, third class and special resolve programs, amounting to four hundred and fifty miles per year. Wherever these projects have been made a part of, or hooked up with, already completed systems leading from a rural section to a business center, large or small, it has meant that farmers so located need no longer spend a whole day for a market trip and that in the aggregate many hundreds of farm homes are being, yearly, brought nearer to markets, schools, entertainment and professional service.

Necessarily, these third class, state aid and special programs must be greatly curtailed, but their value to our agriculture must not be underestimated. As roads so built reach further into the country districts they may, in the opinion of our highway officials, be narrowed, and with a corresponding reduction in cost. Since lower cost scales must prevail we may yet, with greatly reduced appropriations, reach and benefit additional rural communities.

The difficulty of obtaining medical attendance has long been a deterrent to contented living upon the farm. Courageous indeed were the young mothers and fathers who cast their lot and the rearing of their families, five, ten or twenty miles from medical assistance, and hardy and self sacrificing the doctor who established a rural practice. Today the telephone, modern highway, and automobile guarantee protection and security. An experienced country doctor has, within a few days, told the writer that much of the "grief" has gone from his life and service with the coming of the open road, sure, safe and reliable in all seasons.

IN many ways are the farmers of this agricultural State dependent upon the highways in turning their produce into the cash necessary to the payment of taxes, improvements and necessities of life. Roadside markets are be-







coming of importance in Maine as a long sought medium for bringing producers and consumers directly together. Whether on the highways outside the larger cities, on the summer resort sections where often the cottage owner earnestly seeks the fresh products of our farms for her family and visitors, or on some more remote town road where the casual passerby discovers the farmer's son or daughter with a stand of fresh berries, vegetables or fruit, this method of distribution has come to stay and is to be reckoned with. Obviously its development depends upon the ease with which buyers may reach the market.

A pleasant morning or evening ride over good roads with a fresh supply of produce for the day or the morrow as its objective, offers more than one appeal. We are told of one roadside establishment near a large Maine city, where cars from thirty-seven states stopped in a single season. A large fruit farm ten to thirty miles from the York County beaches disposes of its entire product to the patrons of these resorts.

**T**RUCK transportation for all farm products must now be accepted as an established mode of delivery. Potatoes from Aroostook are moved speedily to mid-state cities. The Washington County turnip growers call the local motor express company for service to Boston, Massachusetts, our baled hay is moving off by truck to a market in Connecticut, the poultry man sells his product

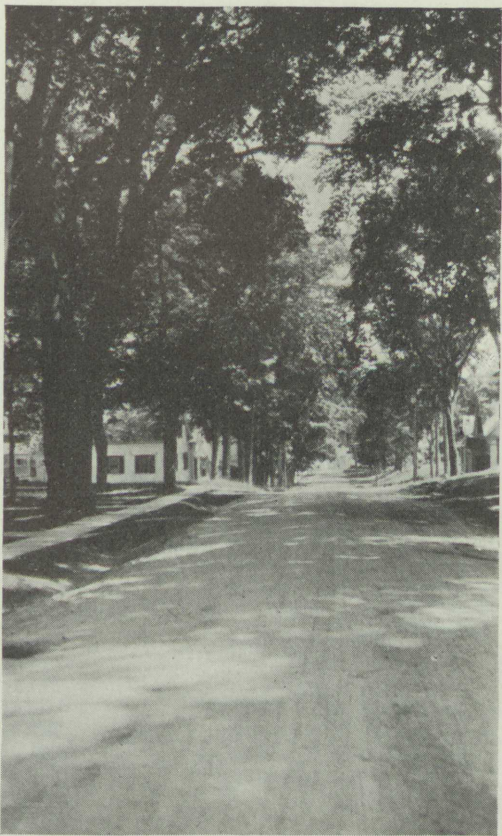
at the door and creameries and milk stations, which but a few years ago, were to be abandoned because they were "off rail", are now in the way of easy year-round connection.

Truck movement of potatoes alone from the farms and potato houses of Northern Maine to the water transportation terminals at Searsport and Eastport, amounted to 500,000 bushels, or 650 full carloads, this past autumn.

Snow removal is not yet feasible in all parts of Maine. Towns must and will count, very carefully, its cost for several years to come, yet, probably no near miracle of recent years has done more to add to the pleasure and stability of country living in winter, than the plowed road. With its coming the last barrier to a reasonably happy life on the farm goes down, produce moves expeditiously to the store, railroad or receiving station; the merchants' goods go back to the farm; the young people may enjoy instruction and entertainment in town with the satisfaction of life in the country home, a home that now offers all the advantage of city living, and more.

So we may picture the Maine farm home of tomorrow, favorably located, within range of highway improvement; present, or soon to be realized, as the almost ideal situation for either old or young. Hundreds of young people are finding it so, for the first time in fifty years. This is no fanciful picture, but with continued improvement in our rural road system it will become increasingly real.





## Straight from

*A Frank Study Of Today's  
Highway Situation, Together  
With An Urge For Clear  
Thinking And Confidence  
In The Future.*

Of this 1932 fund nearly \$20,000,000 was allotted to the states of this Association and without doubt will be absorbed.

(This article represents the opening address delivered by Mr. Barrows, president of the Association of Highway Officials of the North Atlantic States, on the occasion of the ninth annual convention of this organization held in Atlantic City in February. —Editor.)

**T**WELVE eventful months have passed since we met here a year ago. During these twelve months conditions of unemployment have become far more serious than they were in 1931, and new problems have been presented in carrying on work, such as spreading of labor, local labor preference and hand labor, in order to furnish maximum relief to unemployment through highway work.

It has been necessary to adapt ourselves to conditions which have not existed before in the experience of most of us, for our experience, until recently, has been in connection with highway programs which have increased rapidly from year to year and under which employment and consumption of construction materials have likewise increased.

In 1931 an emergency appropriation of \$80,000,000 was made available by the Federal Government which was quickly absorbed by the states. Again in 1932, but not until late in the construction season, another Federal Emergency fund of \$120,000,000 was apportioned to the states, for the purpose of assisting the states in furnishing employment by providing more highway construction.

The expenditure of this fund, as you know, is under many conditions and restrictions, designed to provide and spread employment.



**M**R. MACDONALD of the Bureau of Public Roads, in his address of welcome to the American Association of State Highway Officials in Washington last November, expressed his appreciation of the cooperation of the state departments in so promptly and efficiently placing under way the work provided for by these Federal Emergency Acts.

It is much to the credit of the state highway departments and contractors of the country that on short notice they have been able to place under construction work involving millions of dollars and to adapt themselves so quickly to the unusual requirements.

From data available from eight of the states of this Association, it appears that expenditures by the highway departments have been considerably less in 1932 than in 1931 but the mileage constructed was only 360 miles less than that built in 1931.

As to predictions for the immediate future of highway work: As a whole, it appears to be indefinite, depending in many cases on legislative action.

It is apparent that a curtailment in highway construction is to be expected and possibly, in some cases, diversion of highway funds to other purposes. One state has reported the outlook as "Terrible".

**T**HE present finds us with much confusion of ideas and opinions on economic problems and a feeling of uncertainty. Those sit-



# the Shoulder

by

**Lucius D. Barrows**

*Chief Engineer*

*Maine State Highway Department*

ting in our legislatures, who are responsible for the enactment of our laws, are confronted with difficult problems. People are looking to them for relief from tax burdens and relief from unemployment conditions. There never has been a time in the lives of most of us when clear thinking and confidence in the future were more needed.

Highway funds, collected largely through gasoline taxes and motor registration fees, have already been diverted in large amounts to other purposes than for highway work, and further movements in this direction are being considered.

The raising of funds for highway construction and maintenance through gasoline taxes and the licensing of motor vehicles has been rapidly adopted in all the states and we believe that, in general, motor vehicle owners have been willing to pay such taxes, provided they received corresponding road service through the improvement and maintenance of highways; that such highway service has been returned is apparent when we consider what has been accomplished in this country in the improvement and upkeep of our highway system. We believe there are many who feel that the gasoline tax and registration fee are not taxes in the ordinary sense, but are charges for road service.

**R**OAD construction, as an agency for employment, has furnished work directly to thousands of men and indirectly to thousands engaged in the production of materials and machinery. Road construction does not result in a surplus product which cannot be sold. If we are willing to accept the demonstrated proposition that improved highways result in large savings to road users, then the improved highway is one investment, at least, which pays a dividend.



PHOTO BY BOB STUBBS

Is it sound economy to divert highway funds, collected from these special tolls, to other governmental purposes? At least two states have said that it is not. Such diversion is certainly inconsistent with the recent Emergency appropriations by the Federal Government to provide employment through highway work.

Is it economy to divert these funds for employment relief through other organizations or municipalities? Would funds so diverted be expended for real organized creative work such as state highway construction provides? If funds, so diverted, are actually expended for other work relief, thousands, now employed on highways, would be thrown out of employment; and what have we gained? Is there not danger that funds, so diverted, might be distributed as "dole", which, without employment, men would be forced to accept? American manhood doesn't want a "dole"; he wants work, and self respect demands that he give value received in work for what is paid him in wages.

If states and municipalities provide for curtailment in public work to such an extent that they must make corresponding additional appropriations for relief and doles, then such a course is a fallacy and false economy.

Records show that last August over 91,000 men were employed on highway work in the eleven states of this Association. Highway

*(Continued on page 22)*



# That's The Beauty Of It!

By Ernest L. Merrill

Assistant Engineer,  
State Highway Commission

## *An Engineer Reviews Pending Roadside Improvement Bill And Cites Possibilities Of Highway Beautification Through Moderate Expenditures-- A Review of Work Done In States of New Hampshire and Georgia--Garden Club Cooperation*

MAINE is the only New England state that does not have some kind of a law relating to roadside improvement and if a bill which is in the present legislature becomes a law Maine will have taken a great stride forward.

The bill reads as follows:

An Act Relating to Roadside Improvement.

Be it enacted by the People of the State of Maine, as follows:

Sec. 1. *Planting.* Maine State Highway Commission may, subject to the consent of abutting land owners, cause or allow grasses, shrubs, vines and trees to be planted and maintained along State and State Aid highways, to be paid for as part of the cost of construction or maintenance of highways.

Sec. 2. *Contracts.* The State Highway Commission may enter into agreements with individuals or organizations who wish to plant grasses, shrubs, vines, trees or flowers; or to make gifts or appropriations to carry out the provisions of this act.

COMPETITION is strong between states who cater to tourists and vacationists and the state which can offer the most will get the business. Maine, second to none in respect to scenery, hunting and fishing, with good roads and beautiful roadsides will be the playground of the nation.

Primarily roads are built for transportation from one place to another but while serving this purpose they are also used by a large number for sight-seeing, and for the benefit of these people, it behooves us to make the roadsides as attractive as possible.

Years ago a ride along a country road brought beauty spots all along the way. Each turn in the road presented new pictures to the traveller; a meadow road flanked by buttercups and daisies growing right out to the wheel tracks with a bobolink perched precariously on a weed and singing his clear cut song. In a little while one came to the cool, restful woods and suddenly dipping down a hill rattled over an old picturesque bridge. The coolness of the atmosphere and the murmuring of the brook underneath the bridge tempted one to alight and leaning on the old rickety railing, peer into the depths below in the hopes that there might be "here and there a lusty trout".

With the coming of the improved roads, the old bridge gave away to a new concrete structure, the hills were cut down and sharp turns eliminated. In doing this construction scars appeared on the landscape but even so, there is no valid reason why Mother Nature should not be assisted in restoring some of the original beauty of the roadside.

THE purpose of this bill is to give a legal status to roadside improvement and empower the State Highway Commission to cover up some of the glaring construction scars by seeding or planting and to also enter into agreements with civic bodies or individuals who are anxious and willing to beautify some spots along the highway.





During the past season some experiments were made by the State Highway Department along this line and it has been proven that with a very small amount of money most gratifying results were obtained.

With roadside improvement in mind a great deal of good can be accomplished at no extra cost whatever. In laying out the road, beautiful trees can be saved sometimes by slightly changing the alignment or with a slight curve. A picture in this article shows how a row of beautiful maples and a stately elm were saved and by curving the road a large oak was left standing.

Another picture shows a raw, ugly slope with soil erosion beginning to fill up the road ditch. Sowing or planting the slope would lessen the maintenance cost and add materially to the looks of the roadside.



No one department can accomplish these desired results and it means a close cooperation between the construction, maintenance and bridge departments.

**B**UT the highway engineer of today is following the subject of roadside beautification with marked interest, and the matter of division cooperation is practically assured. To remain in keeping with the times, in step with general progress, and to stay abreast the action of other States, real action is demanded.

Our neighbor State of New Hampshire has accomplished considerable in the way of improving its roadside, and no small credit for the results obtained goes to F. A. Gardner, Assistant Engineer of the New Hampshire Highway Department, an official who is well known in our own State of Maine, as well. *Better Roads*, a monthly publication familiar to many, has the following to say regarding New Hampshire's roadside improvement work:

"Beautification of New Hampshire roadsides is being given considerable attention by the state highway department. . . . A roadside-development crew, employed during the summer months, has charge of planting and other development work. In 1931, 34 towns received aid in improving the roadsides, through planting trees, seeding slopes and dressing up traffic islands at intersections.

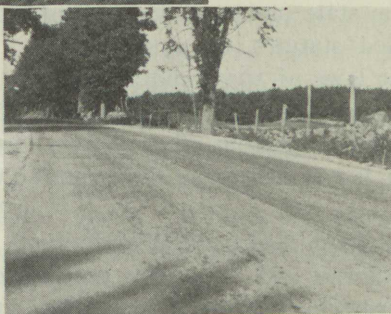
"Road contractors are required to leave all new projects with acceptable roadsides, and to conserve and pro-

tect natural growth along the right-of-way where possible. After a new road has been accepted, the highway department seeds raw slopes and plants trees, shrubs and vines to harmonize with the natural surroundings. The department is also promoting the elimination of unsightly dumps, fallen-down buildings, dead trees and other eyesores along the highways. Roadside signs can be removed only when they fall wholly within the right-of-way limits.

So much for a neighbor State . . . let us now consider the State of Georgia:

Within the past year, Mr. and Mrs. W. L. Lawton, of the National Council for Protection of Roadside Beauty, completed, in report form, an exhaustive study of roadside conditions in Georgia, the survey having been made under the auspices of the Garden Club of that State, with assistance from the Roadside Committee of the Garden Club of America. In view of the many points of interest brought out in the report, and especially in view of its practical information, it seems quite in order to incorporate a portion of it in this article, as taken from *The Roadside Bulletin*:

"Any Georgian will tell you that no State is more beautiful than his. Between the seacoast of the southeast and the glorious mountains of the northwest there lies a broad agricultural country abounding in diversified crops and in native flower and fruit. The great pecan groves in the south, the peach lands of central Georgia and the extensive apple orchards of the northeast, all add to the beauty of the State as well as to its prosperity.



Certainly no people are more responsive to beauty than the Georgians. Their cities have been planned not merely for the rush of commerce but for the joy of living. Augusta, Columbus, Albany, Macon and many other Georgia cities create by their broad streets, fine trees and planted parkways an atmosphere of dignity and beauty not found in many northern towns. Who can forget the charm of the Savannah parks, the roses of Thomasville or the beauty of the live oaks of Brunswick?

"While park systems have not been developed in the south as in the west and middle west, the southern cities have made their streets parkways to a far greater extent.

(Continued on page 22)



# Proposed Highway Legislation

*In 86th Legislature, State of Maine*

THE following highway measures, the so-called "Kitchen-Friend bill" (Legislative Document Number 727), presented by Senator Herbert W. Kitchen of Aroostook, and "the Seavey bill" (Legislative Document Number 271), presented by Senator Waldo N. Seavey of Oxford, are pending present Legislative action and are reprinted here in full:

## SENATOR KITCHEN'S BILL

AN ACT to Create and Allocate a General Highway Fund for State Aid and Third Class Highway Construction, and to Temporarily Suspend Certain Statutes.

Be it enacted by the People of the State of Maine, as follows:

**Sec. 1. General highway fund, how constituted; allotment thereof for construction, maintenance, and administration of department.** Chapter 251 of the public laws of 1931 is hereby suspended until the 1st day of July, 1935, and during said period of suspension the following provisions of law are hereby enacted and shall be operative in place thereof:

I. To provide funds for the construction of state aid and 3rd class highways, for the maintenance of state and state aid highways, and interstate, intrastate and international bridges, and for other items of expenditure hereinafter specified, there is hereby established a fund to be known as the general highway fund. This fund shall include all fees received from the registration of motor vehicles and licensing of operators thereof, the receipts from the tax on internal combustion engine fuels, all fines, forfeitures and costs accruing to the state under section 118 of chapter 29 of the revised statutes, as amended by chapter 189 of the public laws of 1931, and all sums received on account of the state highway commission for permits to open highways, or from other sources, the disposition of which is not otherwise designated by law.

II. After the payment from said general highway fund of such sums for interest and retirement as are necessary to meet the provisions of bond issues for state highway and bridge construction, the remainder of said fund shall be segregated, apportioned and expended as follows:

(a) \$100,000 annually for payment of the expenses of registering motor vehicles and licensing the operators thereof.

(b) \$155,000 annually for the maintenance of the state highway police.

(c) \$75,000 annually for the administration of the office and carrying out the duties of the state highway commission.

(d) \$175,000 annually for the administration of  
(Continued on page 13, col. 1)

## SENATOR SEAVEY'S BILL

AN ACT Relating to Construction and Maintenance of Highways.

**Emergency Preamble.** Whereas, the income of the state from tax receipts is decreasing and during the remainder of the current fiscal year and during the fiscal years 1933 and 1934, and 1934 and 1935 will be much less than during the fiscal year 1931 and 1932, and

Whereas, certain public acts now in effect require the expenditure of large amounts of state tax moneys for the construction of new highways, and

Whereas, it is necessary in order that the financial condition of the state may be safeguarded during the present economic depression, and the state budget balanced without increasing the tax burden on the citizens of the state, that expenditures for such new construction should be curtailed temporarily, and

Whereas, in the judgment of the legislature these facts create an emergency within the meaning of section 16 of article 31 of the constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety, therefore

Be it enacted by the People of the State of Maine, as follows:

**Sec. 1. P. L. 1931, c. 251, amended.** Chapter 251 of the public laws of 1931 is hereby amended by suspending its operation until June 30, 1935, and the following provisions are hereby substituted in place thereof for the above period of suspension:

'Section 1. To provide funds for the construction of state aid and third class highways, for the maintenance of state and state aid highways and interstate, intrastate and international bridges, and for other items of expenditure hereinafter specified, there is hereby established a fund to be known as the general highway fund. This fund shall include all fees received from the registration of motor vehicles and licensing of operators thereof, the receipts from the tax on gasoline and internal combustion motor fuel, all fines, forfeitures and costs accruing to the state under section one hundred eighteen of chapter twenty-nine of the revised statutes, and all sums received on account of the state highway commission for permits to open highways or from other sources  
(Continued on page 13, col. 2)



## SENATOR KITCHEN'S BILL

the tax on internal combustion engine fuel, and for the payment of refunds on said tax, as provided by statute.

(e) \$150,000 annually for expenditures authorized for the construction, maintenance and repair of roads, bridges and ferries in accordance with the terms of appropriate resolves of the legislature in favor of towns.

(f) \$1,000,000 annually for the construction of state aid highways, to be known as the fund for state aid construction; provided, however, that if the aggregate applications by towns for state aid construction exceed the amount herein appropriated and available therefor, the state highway commission shall make a pro rata reduction as provided by section 24 of chapter 28 of the revised statutes.

(g) \$700,000 annually for the construction of third class highways, as defined by section 5 of chapter 28 of the revised statutes.

(h) The remainder for the maintenance of state highways and state aid highways, and interstate, intrastate and international bridges, including that portion of the cost of clearing snow from highways which is borne by the state, as provided by statute.

**Sec. 2. Unexpended balances non-lapsing; non-transferable; exceptions.** Such unexpended balances of the general highway fund as have been set up for general construction and maintenance of highways and bridges, shall be deemed non-lapsing carrying accounts. All other unexpended balances shall lapse into the general highway fund at the end of each fiscal period, but shall not lapse or be transferred to the general funds in the treasury.

Transfers from one account of the general highway fund to another account thereof, shall be made only with the approval of the governor and council.

**Sec. 3. R. S., c. 28, § 22, suspended.** Section 22 of chapter 28 of the revised statutes is hereby suspended until the 1st day of July, 1935; and in lieu thereof the following provisions of law are hereby enacted to remain operative until that date, and shall read as follows:

**'Sec. 22. State aid highways, increase of state aid, when; limitation.** If any town shall in any single year increase its appropriation for state aid roads to an amount not exceeding twice the maximum amount which it may annually appropriate under section 19, the commission may, from any balance of said fund for state aid construction, after the appropriations contemplated in section 21 and subject to the provisions of section 24 as to apportionment, appropriate a like increase of state aid; such appropriation shall not deprive the town of its right to the regular annual

*(Continued on page 18, col. 1)*

## SENATOR SEAVEY'S BILL

the disposition of which is not otherwise designated by law.

Sec. 2. After the payment therefrom of such sums for interest and retirement as are necessary to meet the provisions of bond issues for state highway and bridge construction, the remainder of the general highway fund shall be segregated, apportioned and expended as follows:

(1) \$110,000 annually for the payment of the expense of registering motor vehicles and licensing the operators thereof.

(2) \$125,000 annually for the maintenance of the state highway police.

(3) \$150,000 annually for the administration of the office and carrying out the duties of the state highway commission.

(4) \$160,000 annually for the administration of the tax on gasoline and internal combustion motor fuels and for the payments of rebates provided by said tax.

(5) \$600,000 annually for the construction of state aid roads.

(6) \$700,000 annually for the construction of third class roads.

(7) The remainder for the maintenance of state and state aid highways and interstate, intrastate and international bridges, including the state's share of the cost of snow removal.

Sec. 3. Such unexpended balances of the general highway fund as have been set up for general construction and maintenance of highways and bridges shall be deemed non-lapsing carrying accounts. All other unexpended balances shall lapse into the general highway fund at the end of each fiscal period. Transfers from one account of the general highway fund to another account shall be made only with the approval of the governor and council.

Sec. 4. All acts and parts of acts inconsistent with this act are hereby amended to conform to the provisions hereof.

**Sec. II. R. S. c. 28, Sec. 22, 44 and 46 amended.** Sections 26 to 44 inclusive of chapter 28 of the revised statutes are hereby suspended until June 30, 1935, and the following provisions of law are hereby enacted to remain operative until that date.

**Sec. 22. Increase of state aid upon increase of appropriation by towns. R. S. c. 25, s. 21. 1917, c. 258, s. 5.** If any town shall in any single year increase its appropriation for state aid roads to an amount not exceeding twice the maximum amount which it may annually appropriate under section 19, the Commission may, from any balance of said fund for State aid construction, after the appropriations

*(Continued on page 18, col. 2)*



# Examining Our Motor Laws

By J. Stannard Baker

Assistant Traffic Engineer,  
National Safety Council

IN 1931 American factories turned out nearly two and one-half million shiny new automobiles. This was, to the regret of the American automobile industry, far from being the biggest production on record, but unquestionably the individual machines turned out were the best ever built. Every year the engineers in our automobile plants have devised mechanical improvements. The advance has been so rapid that the model of even ten years ago is quite obsolete.

The owner of today has a car that eclipses all predecessors in beauty, comfort, speed, and safety; and the vehicle of ten years ago has practically disappeared from the highway.

The new cars have four-wheel brakes, shatterproof glass, simplified gear shifts, mirrors, sun shades, and improved headlights. Most important of all, they have such refined design, such carefully selected materials, and such thorough inspection that, given reasonable care, they almost never cause an accident by breaking down in service. But these cars are so powerful that unless the driver regulates them intelligently they can speed him into danger literally before he can sense it, and they go so fast that even minor mishaps may result in frightful wrecks!

The highways, too, are better now than ever before. Our civil engineers have kept pace with their fellow technicians, the motor vehicle designers, and are now building thousands of miles of pavement that make most of the roads over which we trudged in 1922 seem quite antique. The new roads are safer. Ruts are practically a thing of the past. Sharp curves and steep grades are being eliminated. Center lines and traffic control have been generously applied. Grade crossings are disappearing one by one. Banked curves have become common; and safety fencing, scientifically designed, is the order of the day. Yet such highways permit, you might almost say invite, the velocities at which accidents are almost sure to be serious. They lure drivers to speeds at which a momentary lapse of attention, an instant's delay in reaction, a slight error in judgment, may well mean another motor vehicle fatality.

With roads safer and cars safer, but each contributing

*Have Better Roads And Better Cars Given Us Better Drivers? In This Article, A Traffic Expert Answers The Question*

to higher possible speeds and thus subtly demanding more intelligence, skill, and judgment back of the feet that rest on brakes and accelerators, let us see what improvements there have been during the last decade among drivers.

ARE drivers better trained than they were? No, except among chauffeurs, most drivers still learn what they know of motor vehicle operation and safety from brothers, fathers, friends, or automobile salesmen who often themselves are woefully incompetent in handling cars safely and, still more frequently, have little idea how to teach another what little they do know.

Are drivers more courteous, attentive, quick, careful, or scientific than they were? There is nothing to indicate that they are.

Do drivers know more about the vehicles they drive? No one will contend that they do, for improvements in the vehicle and dependence upon

the service men have increased so much that few of us can make even simple adjustments, and hardly anyone even tries to grease and oil his car himself.

Are drivers more experienced? Probably so, because most of them have driven more. . . . Are drivers more carefully selected? Only in states having drivers' license laws with examinations. . . . Are drivers better disciplined? Only where license laws are enforced or highway patrolling is methodically carried out.

It would seem, therefore, that while we have improved roads and improved cars we still have pretty much the same old bunch of drivers, except in states where licensing has been instituted. But this is a most important exception, especially in its influence on accidents.

Let us look at some facts in this connection. Careful studies made by the National Safety Council show that states with drivers' license laws requiring an examination and administered by a strong central authority, have had greater success in preventing motor vehicle fatalities than have states without such laws. This study demonstrated that automobile deaths in the license laws states, following the passage of such laws, were 31 per cent

■ GOOD  
LICENSE LAWS  
▨ WEAK  
LICENSE LAWS  
□ NO  
LICENSE LAWS





lower than they would have been if their accidents had increased at the same rate as in the non-license states.

The period studied was from 1916 to 1931. The benefits of such a law seem to be cumulative, for at the end of 1926 the improvement was only 20 per cent, at the end of 1929 it was 29 per cent and for 1931 it was 31 per cent. Motor vehicle deaths in the entire country increased 7.3 per cent from 1929 to 1931. In twelve license law states, however, the increase amounted to only 6.5 per cent. This showing is especially creditable because heavily urban states, during 1931, have shown a much greater increase in gasoline consumption than the rural states, and not all of the license law states are in the urban classification.

In two quite obvious ways these licensing laws lead toward decreases in accidents:

1. Certain persons are prevented either permanently or temporarily from driving. These include those with obvious physical defects which would prevent them from driving safely, and also those who have not become familiar enough with the regulations regarding the operation of motor vehicles on the highways, or have not had sufficient experience in the manipulation of a car to pass a simple test.

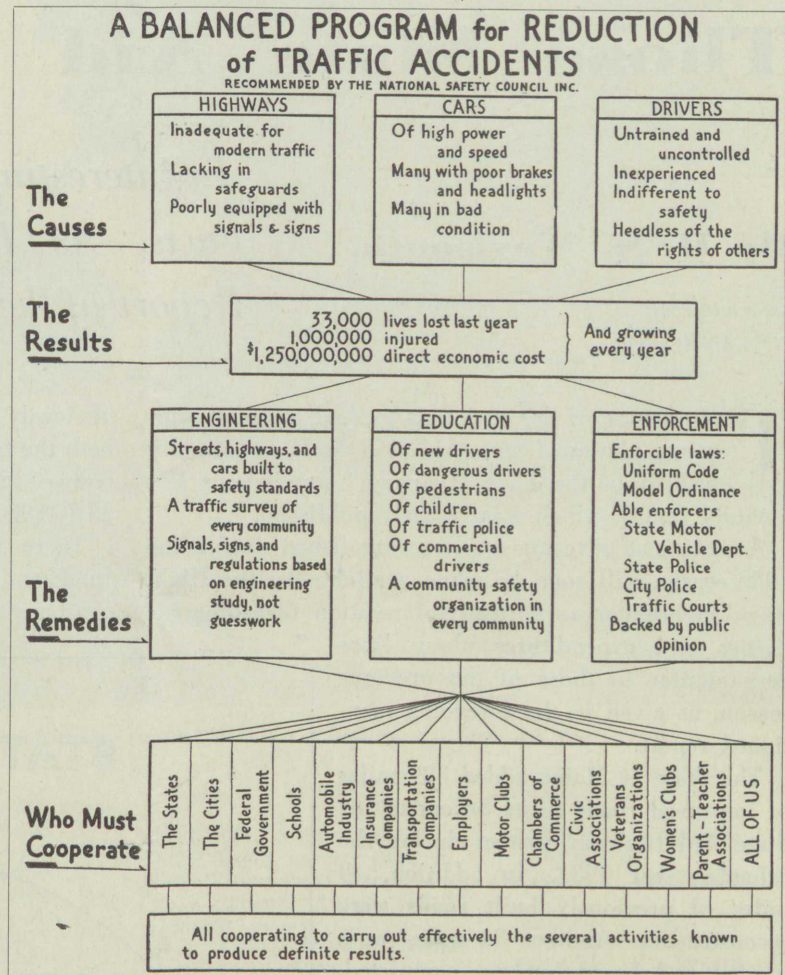
2. Drivers who pile up a bad record either for accidents or convictions of violating motor vehicle laws are barred permanently or temporarily from using the highways through suspension or revocation of licenses.

**B**UT there are other ways that licensing operators reduces accidents. Careful study of the operation of motor vehicle departments in states which have been licensing drivers for some years shows that the safety effects of these laws are much more far-reaching in the following additional ways:

3. Better training of drivers is insured when instructors know that the pupils must pass a definite test.

4. The new applicants, who are mostly young people, take the examination and get the license when they are not so sure of their own driving; consequently, the license seems important to them, and they are impressed with the sincerity of the state in its attempt to promote safety much more than they would be at any other time in their careers.

5. The possibility of losing a license is a very real factor in influencing the driving habits of most of the public, especially if suspensions and revocations are almost invariably connected with fatal or serious personal injury accidents.



6. Since the driver's license provides positive identification, it is almost impossible for one to give a fictitious name and address in case of an accident to avoid settling for damages.

Licensing laws which do not accomplish these results cannot be expected to reduce accidents. Where licenses are given out without examination, and with little or no fee, they are not valued highly by the recipient. Likewise, if only a handful of suspensions and revocations are imposed annually, and those for only such flagrant violations—as driving while intoxicated, drivers will not be appreciably more careful and the accidents will not be appreciably lessened.

Good licensing thus stands out as one important means of reaching the driver effectively, educating, disciplining and encouraging him. There are other approaches to the driver too; such as general publicity, which often fails, however, to reach those who need it; and better training, which has been so far neglected.

Some day we may have, possibly in our high schools, facilities for training automobile drivers comparable to those now available for manual training, physical education, music, and other things which are of less practical importance to many of our young people than good

(Continued on page 24)



# Those State Aid Dollars

By **H. S. Weymouth,**

*Superintendent,  
State Aid Division*

## *An Interesting Summary Of Figures And Facts, As Included In The Biennial Report of the State Highway Commission*

**T**HE purpose of this article is to deal in detail with various phases of State Aid road work, as formally outlined in the State Highway Commission's last biennial report, which was recently published.

A statement covering work accomplished during the 1932 season will soon be made available by the Highway Commission, to furnish information regarding activities and expenditures along lines very similar to those of the previous season, as given in the foregoing mentioned report.

The State of Maine added 329 miles of improved roads to its Secondary or State Aid Highway system during the calendar year 1931. In addition, 40 miles of previously built roads were reconstructed. Another 34 miles were graded and based but not completed, and 41 miles received tar surface treatment from State Aid funds.

The above summarizes briefly the work accomplished by approximately 6,000 men, 400 teams and 1,700 trucks working continuously from June to October in small crews throughout practically every city, town and plantation in the State.

In general, it may be stated that all of this work was financed by the annual Legislative appropriation of \$2,700,000 increased by \$1,000,000 appropriated by the cities and towns.

118 towns applied for one unit of State Aid.

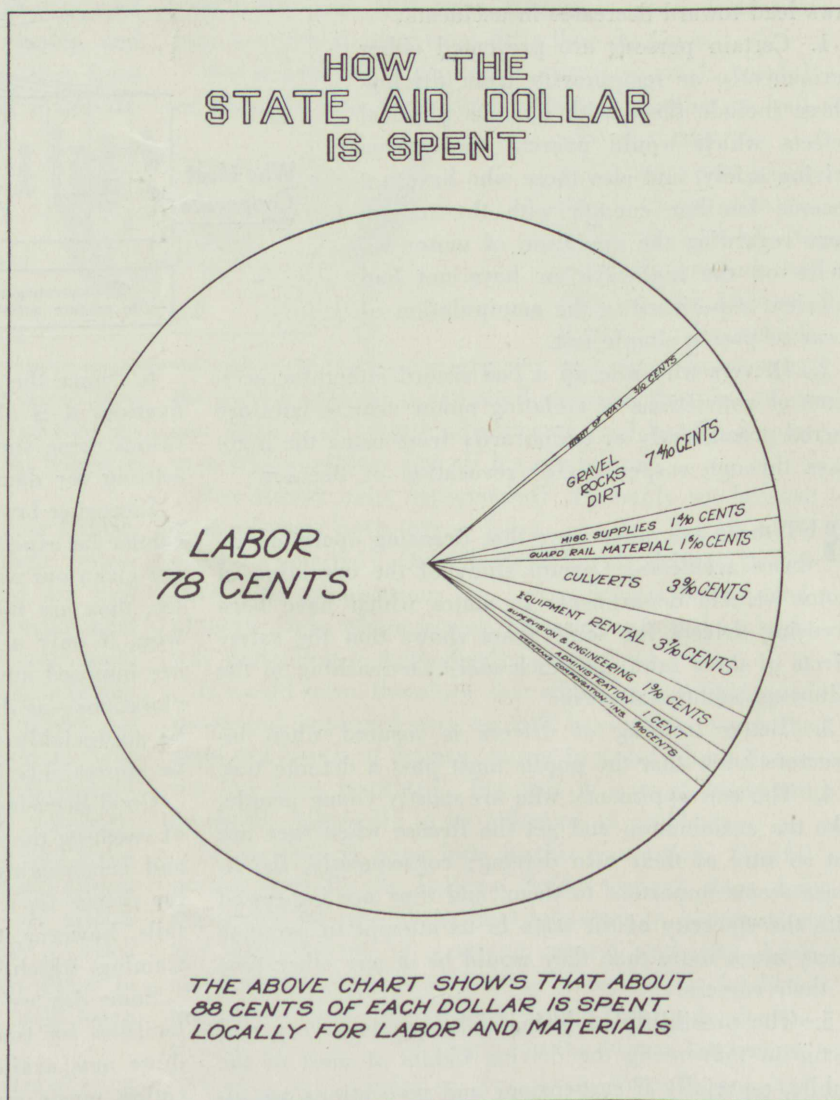
158 towns applied under the Five times Provisions.

262 towns applied under the Three Town Act.

538 towns appropriated \$1,293,643.99 and applied for State Aid to the amount of \$3,354,633.51. Since it was

obviously impossible to meet all the requests in full, both the towns' and State's shares of the joint fund were reduced 23%, resulting in a net joint fund of about \$3,700,000 as stated above.

There follow several tables which show in detail the funds and activities of the State Highway Commission in constructing State Aid highways during the 1931 season.







Much Has Been Accomplished In The Farming Sections Through Expenditure of State Aid Road Money

#### MILEAGE SUMMARY

Gravel road entirely built in 1931.....	294.082	miles
Gravel graded and based 1930, completed 1931....	28.388	"
Total reported gravel mileage for 1931.....	322.470	"
Concrete pavement .....	1.433	"
Granite Block pavement on concrete base.....	1.158	"
Bituminous Macadam .....	0.911	"
Warrenite .....	0.536	"
Bituminous Retread .....	2.527	"
1931 Total added mileage .....	329.035	"
1931 Gravel Reconstruction mileage .....	38.035	"
1931 Concrete Reconstruction mileage .....	0.702	"
1931 Bituminous Reconstruction mileage .....	1.495	"
1931 Constructed mileage .....	369.267	"
1931 Gravel road, graded and based (not surfaced) .....	34.300	"
1931 Bituminous surface treatment .....	40.970	"

#### FUNDS AVAILABLE FROM STATE AID APPORTIONMENT

##### Expenditures and Balances for 1931

Year	Funds Available 1931	Expenditures 1931	Balances Dec. 31, 1931
1927 Unexpended Balance	\$ 5.40	\$	\$ 5.40
1928 Unexpended Balance	1,787.80	1,307.04	480.76
1929 Unexpended Balance	4,359.75	1,913.57	2,446.18
1930 Unexpended Balance	118,363.14	103,736.45	14,626.69
1930 Special Resolve Trans.	251.54		251.54
1930 Third Class .....	50.00	50.00	
1930 Refunds and Mdse. sold	105.66	105.66	
1930 Town money on hand	47.01	47.01	
1930 Unexpended Working Bal. ....	\$124,970.30	\$107,159.73	\$17,810.57
1930 Gen. Supr. overdrawn	10,721.01		
1930 Net Unexpended Bal.	\$114,249.29		
1931 Gen. Supr. Trans.....	10,721.01		
Bal. for Expenditure 1931	\$124,970.30		
1931 State Aid Apportionment .....	\$2,583,067.80	\$2,508,396.18	\$74,671.62

Year	Funds Available 1931	Expenditures 1931	Balance Dec. 31 1931
1931 Gen. Supr. Fund....	90,869.22	89,745.90	1,123.32
1931 Town money paid in	462.00		462.00
1931 Trans. from Spec. Res.	24,441.91	24,441.91	
1931 Trans. from Third Class .....	3,244.57	3,244.57	
1931 Trans. from General Highway Fund .....	4,378.75	4,378.75	
1931 Trans. from Maintenance .....	3,072.72	3,072.72	
1931 Trans. from Motor Trans. ....	196.33	196.33	
Miscellaneous Credits ....	2,758.27	2,758.27	
Totals .....	\$2,837,461.87	\$2,743,394.36	\$94,067.51
Overdrawn Town Account		226.76	*226.76
Compensation Insurance...	15,341.97	25,000.00	*9,658.03
	\$2,852,803.84	\$2,768,621.12	\$84,182.72

\*Overdrawn account

#### TOTAL EXPENDITURES FROM JOINT FUND

Labor and materials .....	\$3,688,285.96
Engineering and inspection charged to work....	14,350.37
	\$3,702,636.33
Paid by towns .....	\$1,129,018.67
Paid by State .....	2,573,617.66
Cost charged to work.....	\$3,702,636.33
General engineering and supervision.....	89,745.90
Reimbursements to towns .....	59,933.90
Transfers to general highway fund.....	14,841.00
Transfers to bridge loan fund.....	2,873.85
Transfers to maintenance .....	742.04
Town funds transferred to State Highway.....	2,665.00
Additional supervision paid by towns.....	1,866.77
Workmen's compensation insurance .....	25,000.00
	\$3,900,304.79
Paid by towns .....	\$1,133,550.44
Paid by State .....	2,766,754.35
Total Expenditures .....	\$3,900,304.79

(Continued on page 20)



## SENATOR KITCHEN'S BILL

state aid in other years; the appropriations contemplated by this section shall be united with and become a part of the joint fund referred to in section 21.'

**Sec. 4. R. S., c. 28, § 44, suspended.** Section 44 of chapter 28 of the revised statutes is hereby suspended until the 1st day of July, 1935; and in lieu thereof the following provisions of law are hereby enacted to remain operative until that date; and shall read as follows:

**'Sec. 44. Third class highways, administration, expenditures, supervision; removal of useless trees, bushes, and weeds, by town.** The expenditure of money appropriated for the construction of 3rd class roads shall be under the general supervision of the commission, and shall be apportioned among the various towns according to the number of miles of 3rd class roads maintained therein, as determined by the commission; provided, that such towns shall have prior to November 1st in the year next preceding, cut and removed all trees, shrubs, and useless fruit trees, bushes, and weeds, except shade trees, timber trees, cared-for fruit trees, and ornamental shrubs, growing between the road limit and the wrought part of any improved section of state highway, state aid highway, and 3rd class road locations.'

**Sec. 5. R. S., c. 28, § 46, suspended.** Section 46 of chapter 28 of the revised statutes, as amended by chapter 151 of the public laws of 1931, is hereby suspended until the 1st day of July, 1935; and in lieu thereof the following provisions of law are hereby enacted to remain operative until that date:

**'Sec. 46. Maintenance of 3rd class highways; towns shall raise not less than 4%.** Roads constructed on 3rd class highways under the provisions of sections 44 to 47 shall be suitably maintained by the several towns under penalty of forfeiture of the right of the town to receive the benefit of future apportionments under said sections. In order for a town to be entitled to 3rd class apportionment, the town shall annually raise for maintaining the improved sections on 3rd class highways designated to receive 3rd class apportionments in such town, a sum not less than 4% of the total expenditures for constructing these highways made during and after the year 1927. In case the town maintenance appropriation should be more than sufficient to satisfactorily maintain said improved sections, the balance of the fund may be used in connection with the state apportionment for 3rd class construction work. Expenditures of the town maintenance appropriation shall be under the direction and supervision of the state highway commission. In case a town fails to provide funds for maintenance as herein stated, a sum not to exceed

*(Continued on page 21)*

## SENATOR SEAVEY'S BILL

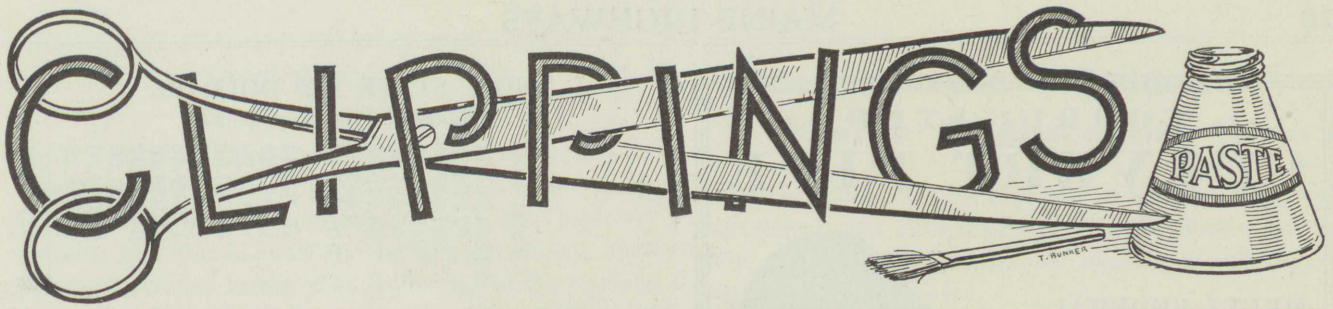
contemplated in section 21 and subject to the provisions of section 24 as to apportionment, appropriate a like increase of State aid but such appropriation shall not deprive the town of its right to the regular annual State aid in other years; the appropriations contemplated by this section shall be united with and become a part of the joint fund referred to in section 21. Provided, however, that after payment of the additional State aid called for by this section the Commission may set aside from the fund for State aid highways a special road fund not to exceed \$50,000 in any one year.

**Sec. 44. Administration, expenditure and supervision; removal of useless trees, bushes and weeds by towns.** The expenditure of money appropriated for the construction of third class roads shall be under the general supervision of the commission and shall be apportioned among the various towns according to the number of miles of third class roads maintained therein, as determined by the commission, provided that such towns shall have appropriated in addition to the appropriation for State aid work and appropriation under the so-called bridge act, an amount not less than two mills on the valuation of such town for roads and bridges, summer and winter. It is further provided that such towns shall have prior to November 1 in the year next preceding, cut and remove all trees, shrubs, and useless fruit trees, bushes and weeds, except shade trees, timber trees, cared-for fruit trees, and ornamental shrubs, growing between the road limit and the wrought part of any improved section of State highway, state aid highway, and third class road locations.

**Sec. 46. Maintenance of third class highways.** Roads constructed on third class highways under the provisions of sections 43 to 47 must be suitably maintained by the several towns under penalty of forfeitures of the right of the town to receive the benefit of future apportionments under said sections. In order for a town to be entitled to third class apportionment, the town shall annually raise for maintaining the improved sections on third class highways designated to receive third class apportionments in such town, a sum not less than 3% of the total expenditures for constructing these highways made during and after the year 1927. In case the town maintenance appropriation should be more than sufficient to satisfactorily maintain said improved sections, the balance of the fund may be used in connection with the state apportionment for third class construction work. Expenditure of the town maintenance appropriation shall be under the direction and supervision of the state highway commission. In case a town

*(Continued on page 25)*





"Old man, I want to tell you how much I enjoyed your lecture last night—I certainly did."

"Thanks, but I thought you had a date over at your girl's house."

"I did—her parents went to hear you."

—*The Tennessee Road Builder.*

A near-sighted man and his wife were inspecting an art exhibit with critical care.

Man (vainly trying for a better view): "That's the ugliest portrait I've ever seen."

Wife: "Come away! You're looking at yourself in a mirror."—*Texas Highways.*

Hungry Tourist—Waiter, two eggs, please. Boil 'em four minutes.

Waiter—Yes, sir, be ready in a second, sir.

—*California Highways.*

Old Dobbin has turned at last, we note upon reading a state paper's headline saying, "Runaway Horse Imperils Auto."—*North Dakota Highway Bulletin.*

"Hello, is this you, Dvrstishigorensilvestratezni?"

"No, it's Voldisgnikisfnisininvkliski. Who is this speaking?"

"Grasniskivitchanzkxifgli. I want to know if Tschawskivingtski is staying with you."—*Georgia Highways.*

Burglar Bill: "And after yez got away from de cop, where did yez hide?"

Burglar Jake: "Oh, I just ducked into de city hall, flopped down in a chair and put me feet on a desk."

—*North Dakota Highways.*

At Camp Grant, during the war, the officers had difficulty in getting the proper salutes from the men. Lecture followed lecture, but apparently to no avail.

A negro private met a captain one morning, and greeted him with "Howdy, boss."

Followed a long tirade from the captain on the correct way to salute. The buck private listened in silence, scratched his head, and finally said:

"Lawsy, boss, if Ah'd thought you wos gwine git so mad about it, Ah wouldn't of spoke to you a-tall."

—*Florida Highways.*

"A flirt, am I?" exclaimed the maid, under notice to go. "Well, I knows them as flirt more than I do, and with less excuse." She shot a spiteful look at her mistress, and added, "I'm better looking than you. More handsome. How do I know? Your husband told me so."

"That will do," said her mistress frigidly.

"But I ain't finished yet," retorted the maid. "I can give a better kiss than you. Want to know who told me that, ma'am?"

"If you mean to suggest my husband—"

"No, it wasn't your husband this time. It was your chauffeur."—*New Mexico Highway Journal.*

"I've got a pretty distasteful job before me," remarked the genealogist. "Mrs. Newrich employed me to look up her family tree, and I've got to inform her that one of her relatives was electrocuted."

"Why worry about that? Just write that the man in question occupied the chair of applied electricity at one of our public institutions."—*The Earth Mover.*

Wife—"Look at that adorable dress in the window, John. Let's go buy it!"

Hubby—"Certainly, dear, right by it."

—*Arkansas Highways.*

"Driving across an intersection against the policeman's sign."

"Didn't she see him with his hand raised?"

"Yes, but she thought he was asking permission to leave his post."—*Texas Highways.*

A passenger on The Limited, looking under his berth in the morning, found one black shoe and one tan. He called the porter's attention to the error.

The porter scratched his head in bewilderment.

"Well, ef dat don't beat all," he said. "Dat's de second time dis mawnin' dat mistake's happened."

—*Mississippi Highways.*

"For goodness sake!" she exclaimed, "what are you trying to do at this time of the night?"

"Sh, don't bosh me," her husband called as he twisted the dial of the radio back and forth. "Don't bosh me. Somebody's locked in this shafe an' I've forgot the combination."—*Arizona Highways.*



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STATE - CITY - TOWN

## HIGHWAY CONSTRUCTION

AMOS D. BRIDGE'S SONS, Inc.

HAZARDVILLE

CONNECTICUT

### THOSE STATE AID DOLLARS

(Continued from page 17)

Type of Road	Square Yards	Cost per Sq. Yd.	Linear Feet	Cost per Lin. Ft.	Miles	Cost per Mile	Cost of En- gineering & Inspection	Cost of Labor & Material	Total Cost
Gravel .....			1,522,783	\$1.675	294.082	\$8,847.75	\$1,094.82	\$2,600,869.95	\$2,601,964.77
1930 Base, Surf. 1931 .....			149,898	0.386	28.388	2,042.01		57,968.72	57,968.72
Grading and Base .....			181,125	1.586	34.302	8,385.79		287,649.38	287,649.38
Reconstruction .....			199,492	1.706	38.035	8,950.48		340,431.69	340,431.69
Concrete .....	31,367	3.114	7,573	1.290	1.433	68,169.81	1,713.75	95,973.59	95,687.34
Concrete Reconstruction .....	10,274	3.574	3,711	9.895	0.702	52,307.16	525.23	36,194.40	36,719.63
Concrete: Widening adds no Mileage .....	616	6.002						3,697.33	3,697.33
Granite Block .....	25,119	4.227	6,113	17.547	1.158	92,631.69	6,463.60	100,803.90	107,267.50
Granite Block on R. R. Track, adds no Mile- age .....	2,502	4.300	2,408	4.470	0.456	23,604.08		10,763.46	10,763.46
Bituminous Macadam .....			4,811	3.316	0.911	17,516.23		15,957.29	15,957.29
Bit. Macadam Reconstr. ....			2,275	4.027	0.431	21,260.51		9,163.28	9,163.28
Warrenite .....	12,649	3.856	2,827	17.255	0.536	91,008.67	3,939.63	44,841.02	48,780.65
Warrenite Reconstr. ....	3,248	2.820	1,388	6.610	0.263	34,827.26	109.06	9,050.51	9,159.57
Retread .....			13,340	1.326	2.527	7,000.17		17,689.42	17,689.42
Retread Reconstr. ....			4,228	0.789	0.801	4,165.12		3,336.26	3,336.26
Surface Treatment .....			216,335	0.155	821.69			33,664.92	33,664.92
Grading only .....			1,400	2.801				3,921.56	3,921.56
Culverts .....							504.28	12,034.36	12,034.36
Miscellaneous .....								4,779.20	4,779.20
								\$3,688,285.96	\$3,702,636.33
									\$14,350.37

TYPE, MILEAGE AND COST OF STATE AID ROADS

January 1, 1931 to December 31, 1931



## SENATOR KITCHEN'S BILL

*(Continued from page 18)*

50% of any year's apportionment to a town may be expended by the state highway commission for maintenance of improved sections of 3rd class highway therein, and the balance of the apportionment shall be reapportioned in the year following to the various towns entitled to 3rd class aid. Where 3rd class apportionments have been expended on state or state aid roads, such roads shall be maintained in accordance with the provisions of sections 9, 18, 27 and 28.'

**Sec. 6. R. S., c. 28, § 49, suspended.** Section 49 of chapter 28 of the revised statutes, as amended by chapter 154 of the public laws of 1931, is hereby suspended until the 1st day of July, 1935, and in lieu thereof the following provisions of law are hereby enacted to remain operative until that date:

**'Sec. 49. Maintenance of 3rd class highways built from special appropriations; towns shall raise not less than 4%.** In all cases where towns receive special legislative appropriations to be expended on designated third class highways, said highways shall be constructed in accordance with specifications for third class roads and shall be maintained by the several towns by an annual expenditure of a sum equal to not less than 4% of the amount of said appropriation, under penalty of forfeiture of the right of the town to receive the benefit of future apportionments from funds for third class highways.'

**Sec. 7. R. S., c. 28, § 50, suspended.** Section 50 of chapter 28 of the revised statutes is hereby suspended until the 1st day of July, 1935, and in lieu thereof the following provisions of law are hereby enacted, to remain operative until that date:

**'Sec. 50. Maintenance of town ways constructed from special appropriations; towns shall raise not less than 4%.** In all cases where towns receive special legislative appropriations to be expended on town ways not designated as state, state aid, or third class highways, said ways shall be suitably maintained by the several towns under penalty of forfeiture of the right of the town to receive future legislative appropriations. Towns shall annually raise for the purpose of maintaining the improvements made from legislative appropriations on 3rd class roads, a sum of not less than 4% of the total amount of said appropriations used on said roads.'

**Sec. 8. Funds provided to meet outstanding contract obligations of towns.** Authority is hereby given to the state highway commission to use highway loan funds and general highway funds to meet outstanding contract obligations, including obligations or expenditures of towns incurred by them in anticipation

*(Continued on page 25)***Wilder Elected President****Maine Engineering Group**

Max L. Wilder, Bridge Engineer of the State Highway Department, was elected president of the Maine Association of Engineers at the annual meeting of this organization held in February.

A primary matter taken under consideration on the occasion was the adoption of measures urging legislation for the regulation and taxation of truck transportation in the State of Maine. The purpose of such action, it was stated, was to "relieve its (Maine) citizens of that part of the burden of building and maintaining its highways that should be borne by such trucks and to eliminate unfair and destructive competition, retaining both truck and railroad transportation in the respective fields in which they are most efficient, at the same time strengthening these facilities in the interests of their owners."

Other officers elected were Herman Burgi, Jr., of Portland, vice president; Bryant L. Hopkins, of Waterville, secretary-treasurer; Dean Paul Cloke of the University of Maine, Orono; Howard O. Burgess, of Augusta; Lewis D. Nisbet, of Portland; Charles F. Batchelder, Jr., of Boston, and Parker C. Newbegin, of Houlton, members of the Board of Directors.

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Stations along Maine's  
Fine Highways Are  
Ready to Serve . . . .**

**- YOU -**



### THE BEAUTY OF IT! (Continued from page 11)

Even Main Street, in many Georgia towns, has relieved its ugliness by planting. When the merchants of the city of Columbus started to cut down the fine old trees which their forefathers had planted down Broadway, the people rose in indignation, insisting that the beauty of Columbus is its greatest asset. The small town of Quitman has given to its Main Street a real dignity and distinction by planting a parkway, removing wires and eliminating projecting signs. Even the tiny business centre of Warm Springs has its planted plaza.

"Nearly every town in Georgia boasts at least one garden club, and many of the larger towns have a dozen or more, each vying with the other in civic planting. Street parkways, courthouse squares, cemeteries and the grounds of schools, churches and other public institutions have everywhere been landscaped and planted through the initiative of the Garden Clubs and other civic groups.

"It is not surprising that this keen interest in beautification is now extending to the highways, and Georgia is asking how she can protect the natural beauty of her rural roads. Eighty garden clubs united in the Garden Club of Georgia are taking the lead. Kiwanis and Rotary clubs and civic groups are cooperating, and the State Highway Department is lending its support to assure the new movement of success.

"This department has formally declared that it 'will gladly cooperate with civic organizations in tree planting and other forms of highway beautification,' and has agreed to plant and maintain along the highways all trees and shrubs supplied by civic groups. Considering the fact that Georgia is still in the throes of intensive road building with more than half of her system yet to pave, the Department deserves special commendation for this progressive attitude on the development of the roadside.

"The State is already doing excellent work in shoulder planting along the newer highways, particularly in the southern section. The next practical step will be bank planting. Georgia has many raw cuts and fills, ugly scars of construction, which need to be healed. No amount of tree planting will make the roadsides beautiful if the banks remain raw. Not only is the bank planting fundamental for beauty but it is the quickest method of demonstrating to the public and to the Highway Department that roadside planting pays. When you can show that planting the banks reduces the cost of maintenance by fifty per cent, your case is won. . . .

"Following the example of several northern states the Highway Department of North Carolina has recently announced that it will stress bank planting. Georgia may well follow this lead. . . ."

### STRAIGHT FROM THE SHOULDER (Continued from page 9)

improvement cannot provide work for all of the unemployed; but what better agency is there to give men work?—work which creates something of general public benefit.

While highway transportation service demands that main lines be improved as fast as possible, we doubt if the improvement of such roads can be made to furnish the same relief to unemployment as work on secondary roads, without serious economic loss. On heavy traveled roads time required for construction is important. The element of time and nature of the construction usually require the use of machinery. The loss to business and to the highway user as a result of long continued construction operations might outweigh the benefits gained by the use of hand labor. It seems to me that states may well turn to the construction and improvement of secondary roads to furnish the maximum of unemployment relief, as far as highway work is concerned.

In Maine, in 1932, we expended approximately \$4,432,000 on state highway construction and \$4,576,000 for the construction of secondary roads. The average number of men employed per month on state highway construction from May to October, inclusive, was 2350; during the same period the average number of men per month employed on secondary road construction was 6535.

On this secondary work we have estimated that the highway dollar was expended as follows:

Labor .....	\$0.78
Local materials (gravel, rock, etc.) ...	0.074
Supplies .....	0.014
Guard fence material .....	0.016
Culverts .....	0.039
Equipment rental .....	0.037
Administration and supervision .....	0.029
Compensation insurance .....	0.008
Right of way .....	0.003
	<hr/>
	\$1.000

At least 88 cents of this dollar was expended in the local community where the work was done.

UNDER normal conditions it seems only fair that some general tax should be levied on property for the construction of highways. This work has provided employment and has added to property values. Under present abnormal conditions, with property owners unable to pay taxes, it will probably be necessary to make curtailments.

We firmly believe, however, that whatever the motor vehicle owner pays to the state in the form of gasoline taxes and registration fees should be returned to him in



the form of road service; otherwise we are not keeping faith with him and the promise on which he agreed to pay such road service charges.

Since the diversion of these funds is contrary to the very principle on which such taxes have been based and would aggravate the present distressing condition of unemployment, I hope this Convention will go on record as being opposed to the diversion of revenue from the gasoline tax and motor registration fees.

I wish to express my appreciation of the honor of serving as your President, and to welcome you to our Ninth Annual Convention.

The object of our Association is the advancement of engineering knowledge and practice, in financing, organizing, constructing and maintaining our highways, and this is an opportune time to discuss our problems, individually and in convention.

I hope that each of us will go home with a little more confidence and encouragement for the future.

Every man is a volume if you know how to read him.—*Channing*.

One doesn't hear anything about the dangers of kissing any more, so we suppose the educational campaign must have broken up that deadly habit.—*Ohio State Journal*.

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Net Cash Surplus (based on December 31st actual market values) <i>increased</i> to.....	\$ 2,336,954.24
Automobile Premiums <i>increased</i> to .....	\$11,494,692.62

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## OUR MOTOR LAWS

(Continued from page 15)

coaching in the operation of a motor vehicle would be.

At least, the time is definitely past when our roads can be used by anyone without regard for others who may be traveling upon them. There are now only 613 feet of highway (outside of cities) per car, and of this only 143 feet are surfaced. Obviously, we have a situation in which every car must share the highways with thousands of others. Setting up rules for driving is recognized as indispensable in such congestion. It is equally important to establish standards which must be met by the cars and the drivers, to give some measure of assurance that other drivers will follow rules on which we depend for our own safety.

**C**ONSIDERING the cost of accidents, preventing them by license laws is remarkably cheap. For every driver in America (assuming 5 drivers for every 4 cars), the annual cost of motor vehicle accidents per driver is about as follows: based upon one of the more conservative estimates:

Wage losses .....	\$17.75
Medical expenses .....	2.25
Cost of handling insurance (overhead) .....	2.00
Property damage .....	17.00

Total ..... \$39.00

A first-class license law may be administered for the following fees:

First year .....	\$1.00
Renewals, per year .....	.50

This will cover the giving of an excellent examination, record keeping, hearings, etc. License laws are being administered effectively in some states for much less than this.

Now, if in ten years or so, driver control through licensing should reduce accidents by 20 per cent, as experience quoted above shows it may well be expected to do, we have an annual investment of 50 cents or less per driver, resulting in a saving of 20 per cent of \$39.00 or about \$8.00 per year per driver.

Of course, these results cannot be obtained if the license is issued without examination and with little or no fee, and if only a handful of suspensions and revocations are imposed each year for the more serious offenses. Passing out licenses will not make people cautious any more than waving a flag will make them patriotic. A license must be striven for, must be paid for, must be valued, if it is to have any influence on its owner's driving. The license itself is no magic amulet that will ward off accidents; it is merely an evidence that the privilege of using highways has been granted. . . .



(Continued from page 21)

**Sec. 10. Suspending clause.** All acts and parts of acts inconsistent with this act are hereby suspended in their operation during the term of this act.

(Continued from page 18)

—Ohio Good Roads Magazine.

## ALL KINDS OF TRAFFIC SIGNS

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It is usually cheaper to construct a highway on a new location than to reconstruct an old highway that is being used for travel.

—*Arizona Highways.*

It is a pity that the farmer can't make as much money out of a good hog as a city man can out of a blind pig.

—*New Hampshire Highways.*

We have the resources and the ability to put this depression behind us.

—*Florida Public Works.*

Fifty per cent of the cars that run off the road are passing somebody.

—*North Dakota Highways.*

"Why do you wear rubber gloves when cutting hair?" asked the customer.

"For the purpose," replied the barber, "of keeping our celebrated hair restorer from causing hair to grow under my finger nails."

—*The Excavating Engineer.*

Excessive gasoline tax has resulted in bootlegging in some states so that the revenues to the state are substantially decreased, according to reports reaching the Automobile Club of Southern California. It is found that taxes of two and three cents a gallon are not evaded until those from four to seven cents have proved too great a temptation and bootlegging has developed.

—*Arizona Highways.*

Green gives you the right-of-way. This is especially true of the long green.

—*Buckeye Motorist.*

The most hazardous drivers are those under 20 years of age.

—*Wisconsin Highway Builder.*

## FEATURES

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B. MORTON HAVEY, Editor.

## Odd Accidents In 1932

(From Public Safety)

While playing in a foursome a New Jersey golfer took a backswing that knocked three players colder than a bathroom floor.

In May, 1931, an Indiana man and his wife were injured when a train struck their car at a grade crossing. In May, 1932, while riding in the same car they were struck by the same train at the same crossing. This time, the woman was killed and the man seriously injured.

A newspaper man, George Casey, sports writer on a paper in Pana, Ill., dislocated his shoulder when he leaped from a card table in exuberation over having made a grand slam.

Frank Corrigan, young Ottawa, Canada, amateur golfer, took a lusty swing with a brassie in the Canadian Open and almost strangled before assistance arrived. The club snapped in two and the broken head and tape lashed around his neck.

In Kansas City a seven-year-old girl darted into the path of an automobile and was dashed to the pavement. A physician discovered the girl had suffered nothing worse than slight bruises. Turning from his patient, he found the 60-year-old driver dead from shock.

Then there was a master of science at a technical school in Liverpool, Prof. James Foote. He knew his chemicals perfectly. Yet he stood in his classroom one day, picked up a glass of acid from his desk, thinking it was water, and drank it. He died, while the roomful of students looked on aghast.



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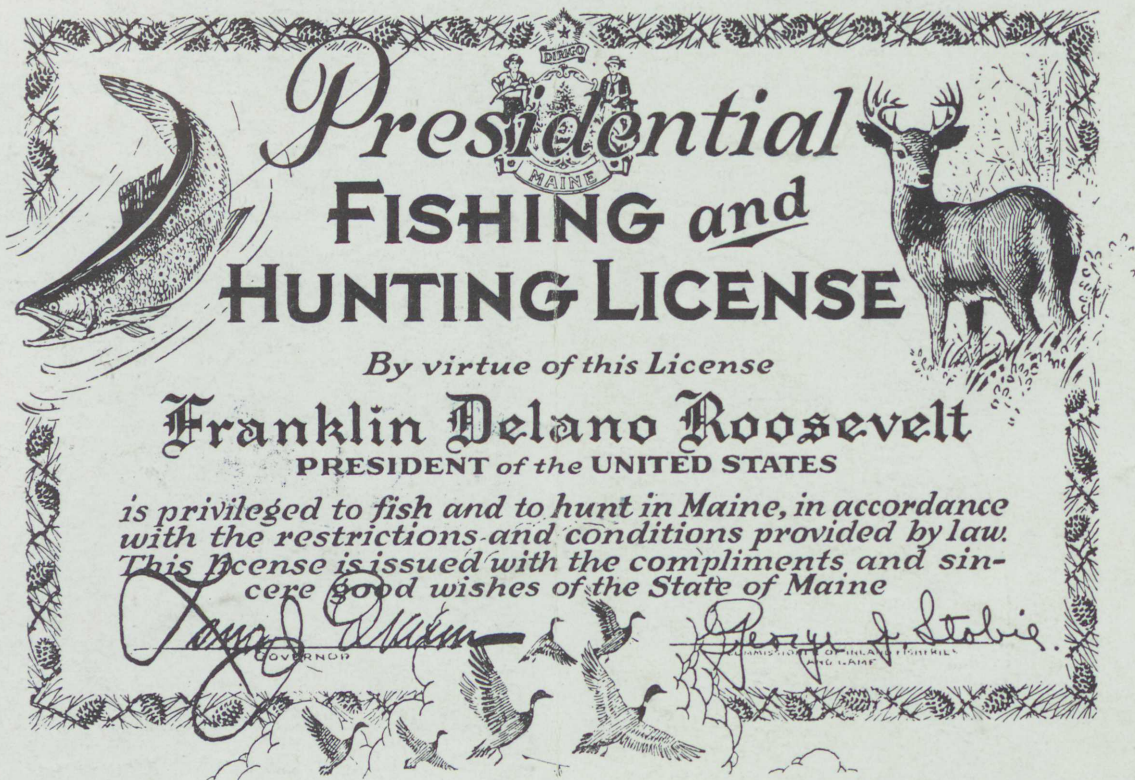
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